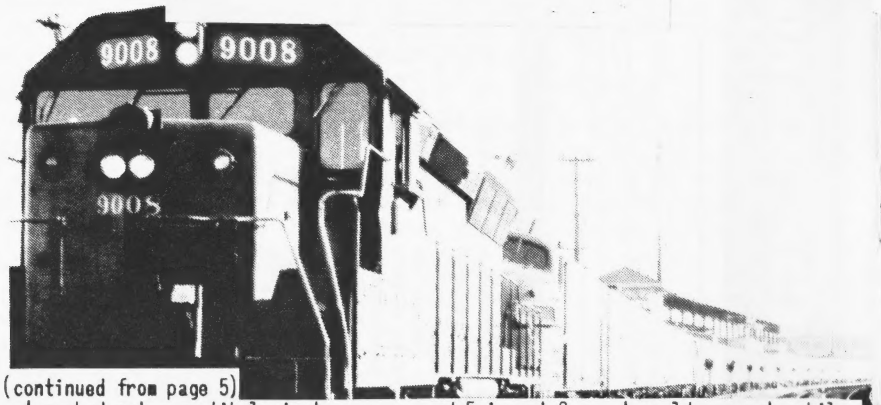
FROM: P. O. Box 9007
Berkeley, CA 94709 USA

First Class

To:

FIRST CLASS
U.S. POSTAGE
PAID 10¢
PERMIT 1083
BERKELEY, CAL.



(continued from page 5)

I peeked out a vestibule just as we passed Emigrant Gap. I could see automobile lights on Interstate 80 and feel the crisp night air. Vestiges of snow lay along the tracks, but it was too late in the year for much of it. Over the summit, and things were a bit subdued as people dozed. Truckee passed at 12:30am, and the bright lights of the casinos came into view 45 minutes later. Arrival at the "Biggest Little City in the World" was at 1:17am, 43 minutes ahead of our schedule. I walked a couple blocks to my hotel as others spread out to their locations. Some hit the hay right away; others were at the slot machines by 2am.

All day Saturday and on Sunday morning we could do as we pleased. Just about everyone came to gamble and were hard by the tables by early morning. Sunday noon, the FUN TRAIN was ready to return, amid a backdrop of snowy hills. The equipment had not been turned, only the inside seats, so the last car was first. Same engines and crew. Stragglers came on board, and at 12:07 we departed. Slow rolling beyond Truckee told of a possible freight in front. Sure enough, up by Donner Lake we could see the freight train across the valley fighting upgrade, complete with mid-train helper engines. We reached that point in about 10 minutes; thru a tunnel and the freight was visible again just entering the snowsheds at the summit. However, we were switched onto the eastbound main and slipped past the long tunnel on the "new" route, whereas the freight struggled up the old Central Pacific line.

Out into the bright sunlight at Norden, past the still-used covered turntable and drippy snowsheds. The snow still clung to the mountain tops, but was melting al' around on a clear and warmish afternoon. The FUN TRAIN picked up speed and we ed down the long grade past Emigrant Gap, the American River Canyon, Cape Horn, fax and down into the Sacramento Valley.

At Roseville, excitement! A passenger had a heart attack and was lying on the floor of the men's lounge for a while. He was gingerly lifted off and into the waiting vehicle as one of his friends urged "no pictures." The whole procedure took only a couple minutes and the crew change was accomplished at the same time. The remainder of the trip went by swiftly, passing over the "6 coathanger" bridge at Benicia at about 6pm, and into Oakland at 6:50, a full hour sooner than expected.

What kind of trip was it? Like all trips, filled with those events which alter and illuminate our train travels. And you were there.

rail travel newsletter

30¢

VOL. 4 NO. 12
SECOND ISSUE OF
JUNE 1974
#86

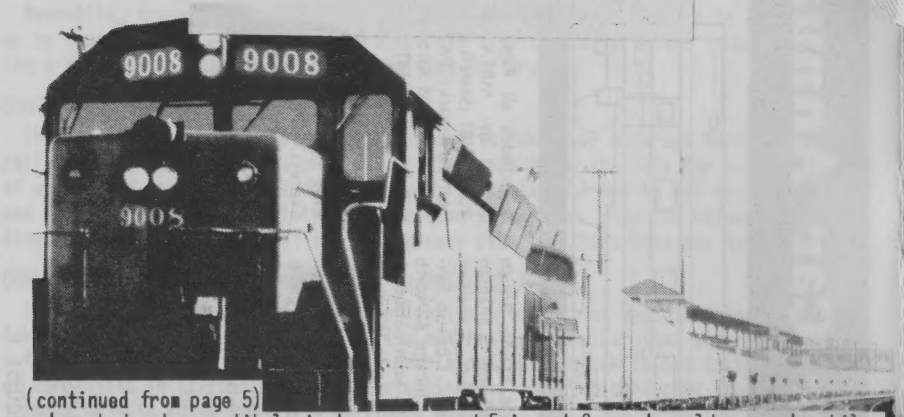
NOTES ON CAR DESIGN

FROM: P. O. Box 9007
Berkeley, CA 94709 USA

First Class

To:

FIRST CLASS
U.S. POSTAGE
PAID 10¢
PERMIT 1083
BERKELEY, CAL.



(continued from page 5)

I peeked out a vestibule just as we passed Emigrant Gap. I could see automobile lights on Interstate 80 and feel the crisp night air. Vestiges of snow lay along the tracks, but it was too late in the year for much of it. Over the summit, and things were a bit subdued as people dozed. Truckee passed at 12:30am, and the bright lights of the casinos came into view 45 minutes later. Arrival at the "Biggest Little City in the World" was at 1:17am, 43 minutes ahead of our schedule. I walked a couple blocks to my hotel as others spread out to their locations. Some hit the hay right away; others were at the slot machines by 2am.

All day Saturday and on Sunday morning we could do as we pleased. Just about everyone came to gamble and were hard by the tables by early morning. Sunday noon, the FUN TRAIN was ready to return, amid a backdrop of snowy hills. The equipment had not been turned, only the inside seats, so the last car was first. Same engines and crew. Stragglers came on board, and at 12:07 we departed. Slow rolling beyond Truckee told of a possible freight in front. Sure enough, up by Donner Lake we could see the freight train across the valley fighting upgrade, complete with mid-train helper engines. We reached that point in about 10 minutes; thru a tunnel and the freight was visible again just entering the snowsheds at the summit. However, we were switched onto the eastbound main and slipped past the long tunnel on the "new" route, whereas the freight struggled up the old Central Pacific line.

Out into the bright sunlight at Norden, past the still-used covered turntable and drippy snowsheds. The snow still clung to the mountain tops, but was melting al' around on a clear and warmish afternoon. The FUN TRAIN picked up speed and we ed down the long grade past Emigrant Gap, the American River Canyon, Cape Horn, fax and down into the Sacramento Valley.

At Roseville, excitement! A passenger had a heart attack and was lying on the floor of the men's lounge for a while. He was gingerly lifted off and into the waiting vehicle as one of his friends urged "no pictures." The whole procedure took only a couple minutes and the crew change was accomplished at the same time. The remainder of the trip went by swiftly, passing over the "6 coathanger" bridge at Benicia at about 6pm, and into Oakland at 6:50, a full hour sooner than expected.

What kind of trip was it? Like all trips, filled with those events which alter and illuminate our train travels. And you were there.

rail travel newsletter

30¢

VOL. 4 NO. 12
SECOND ISSUE OF
JUNE 1974
#86

NOTES ON CAR DESIGN

Express Ads

FANTASTIC PUBLIC TIMETABLE BARGAINS. Over 100 grab bags sold so far to delighted collectors. $13 worth of timetables only $6.00, $30 worth only $13. Early to late 60's, nice variety, condition excellent. Also sell those amazing clear plastic slip covers for public timetables. Only 6¢ each. Tom Coval, 21 E. Robin Rd., Holland PA 18966.

AMERICA DISCOVERS AMTRAK! If our travel professionals are unable to secure space aboard a filled train, and alternate transportation must be found, count on our full service travel agency for expert assistance. Prudential-Grace Line's fine ships, for example, ply the Coast route connecting Los Angeles-San Francisco-Seattle-Vancouver. Or if flying is desired, all arrangements will be discreetly handled. Tickets may be purchased on approved credit cards and mailed directly to you. Our service costs you nothing--and may even save you money. Call us at 398-2994, or write GREAT WESTERN TOURS, 639 Market St., San Francisco 94105.

PHOTOS WANTED: Pacific Railroad Society is looking for photos of our passenger equipment when it was in railroad service. Needed are photos of the following cars: UP National Forum; UP Imperial Bird; UP lounge 6101; UP cafe 5001; GM&O Timothy B. Blackstone; PRR Chippewa Creek; IC Bloomington; WAB Western Lake. Please contact PRS, Box 2274, San Juan Capistrano CA 92675.

YELLOWSTONE SPECIAL, Oct. 11-15, 1974, will be sponsored by Pacific Railroad Society and Amtrak via the Santa Fe, UP and BN from Los Angeles to Livingston, Mont., and return. All-pullman consist departs LAUPT at 8 p.m., Oct. 11. All-inclusive fares start at $210. Brochure and additional information is available from Pacific Railroad Society, Box 2274, San Juan Capistrano, CA 92675.

QUALITY B&W NEGATIVES: 35mm, 2¼x2¼, 616 negatives of many major lines, shortlines and industrials. All negs fine-grain processed. Cabs, switchers & pass. units. PC, SOU, NW, SP, BN, FP&E, D&R, GN&A, MRR, P&LE, WM, B&O, C&O, EL, L&S, E&M, KCS, P&S, C&I, etc. List & sample 50¢. T.N. Colbert, 1008 Englewood, Parma, OH 44134.

Railroad Uniform buttons 50¢ each postpaid. Denver Tramway Co., Union Pacific, Chicago Great Western, Grand Trunk, Pennsylvania Reading Seashore Lines, Nickel Plate, South Shore Line, Norfolk and Western, Central of Georgia, North Shore Line, Lehigh Valley and Seaboard. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

FOR SALE: Official Guides, March 1953 - $12; December 1957 - $12; September 1967 - $9. All in good condition. Send P.O. money order, plus $1.00 per guide for P.O. ins. fees and postage to: Don Wiles, Box 775, Window Rock AZ 86515.

WANT H.O.: Pennline-Varney-HObbyline-Lifelike-ATT plastic passenger cars, standard or streamline, road names or unpainted, and car parts: shells, domes, floors, trucks, etc. Please advise condition and prices asked. Also HAVE a few cars and car parts for sale/trade. W.E. Spafford, 9511 Woodlawn, Portage, Mich. 49002.

$1--Railfans' Multimodal Transportation Guide to Vicinity of Los Angeles Union Station; order S #119-R. $2.50--San Joaquin Newspapers--Amtrak Lovefest over a New Train; order "Joy in the Valley." R.J. Swan, Box 1866, Long Beach CA 90801.

ARE YOU AN ACTIVE RAILFAN? If so, you will be interested in The Golden Gate Division of The Railroad Enthusiasts, Inc. We meet monthly at 8:00pm on the fourth Friday in the Franciscan Room (9th Floor) of Bayview Federal Savings & Loan, 22nd & Mission, San Francisco. Dues are only $6.00 a year, and include 10 issues of the "LARK," our newsletter. Bob Shoring, Box 6745, San Francisco, CA 94101.

Rail Travel Newsletter, Vol. 4, No. 12 (Whole No. 86), Second Issue of June, 1974. Published twice monthly by Message Media, P.O. Box 9007, Berkeley, California 94709. Subscription $7.00 per year; single copy 30¢ (vol. 1-3, 25¢). STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large; Kenneth Maylath, East Coast Correspondent; Peter Roehm, Northeastern Correspondent; Peter Putnam Bretz, Roving Correspondent; John Ferry, Midwestern Correspondent. Mail date this issue: June 28, 1974.

ON THE COVER:

Amtrak in Reno, "The Biggest Little City in the World." Not the RENO FUN TRAIN, but the SAN FRANCISCO ZEPHYR, train 6, photographed by Peter Putnam Bretz during his stay in the Nevada city to write about the RENO FUN TRAIN, his story starting on page 5. On the rear cover is the actual FUN TRAIN he rode from Oakland, posing at Oakland with SP engine 9008 in front. See another Bretz photo on page 10-C of this big 24-page issue.

HASSLE IN CONGRESS OVER FUNDS FOR AMTRAK

For the next fiscal year, beginning July 1, the Administration has budgeted $143 million for Amtrak. However, President Roger Lewis is requesting more--$200 million. The House of Representatives, on the other hand, seems in a mood for cutting Amtrak's money, as its Appropriations Committee voted to reduce Amtrak's appropriation to only $125 million (for the current fiscal year, Amtrak got $154 million, including a $52 million supplemental appropriation.) Meanwhile, the House Commerce Committee has approved the $200 million sought by Amtrak, and also approved increasing Amtrak's loan authority from $500 to $900 million. The full House must act on the bill yet, and the Senate has not yet taken up Amtrak's funding.

AMTRAK AND GREYHOUND MAKE PEACE

Starting Sept. 15, joint tickets for travel on Amtrak and Greyhound will be available. Announcing the start of the "historic first step" toward peaceful coexistence, Amtrak President Roger Lewis and Greyhound President James Kerrigan spoke at a press conference this month. Other bus lines will be encouraged to form similar arrangements with the rail corporation. Said Kerrigan, "If I took away all of Amtrak's business tomorrow, that would be less than if I gained just one per cent of the travel made by private auto. So we are combining our capabilities with Amtrak to invade a much larger market." He said "We will continue to be toe-to-toe in areas where we have parallel routes, but we will be just as aggressive and energetic in cooperating in other areas." Speaking of comparative costs and federal funding, Roger Lewis was quoted as saying "the happiest day of my life will be the day Amtrak makes one dollar."

ANOTHER DERAILMENT OF THE FLORIDIAN

Amtrak's southbound FLORIDIAN derailed early on June 17 ten miles south of Indianapolis, injuring a mother and her three children. Eight cars of the 12-car consist left the tracks. It was reported as the third derailment of an Amtrak train in Indiana this year. The last derailment of the FLORIDIAN was on April 30 at Winamac, Indiana (see photo on page 10-B).

AMTRAK TO LOSE MORE TRAIN NAMES

Alan Boyd, President of the Illinois Central Gulf, has asked that Amtrak discontinue use of the name PANAMA LIMITED on its Chicago-New Orleans train, and to avoid use of other train names related to former Illinois Central service. No reason was announced for the move. Earlier this year, the Santa Fe created an uproar when it demanded that Amtrak drop the "CHIEF" names in two of its trains.

CHESSIE WON'T LET AMTRAK USE TRACKS

The Chessie System has refused to let Amtrak operate the JAMES WHITCOMB RILEY over its fast tracks on part of the Chicago-Washington route, mostly in Indiana. Amtrak could ask the ICC to order the Chessie to do so or could submit the dispute to an arbitration panel, but apparently will wait for upgrading of Penn Central tracks to 30mph speeds. Senator Hartke called the decision an evidence of "lack of backbone" at Amtrak.

RTN ADVERTISING RATES: Express Ads 25¢ per line for line of 80 spaces, with $1 minimum and cash with order. Display ads: $15 per page (5x8), $7.50 half page, $3.75 quarter page. Message Media, Box 9007, Berkeley CA 94709.

LETTERS

One of your subscribers... has shared a number of copies of your excellent publication with me, including that of the second issue of May, 1974, the cover of which bears a photo of our RIO GRANDE ZEPHYR at Glenwood Springs.

I have been intending to write to you for some time to express my appreciation to you for your gracious and kind remarks concerning our passenger service.

Those of us on the Rio Grande involved with passenger service are under mandate from our top management to operate the best possible service.

The comment by letter and by word of mouth, as well as your generous comments causes me to believe that we are enjoying success in our continuing endeavors toward this end.

It is difficult to envision a profitable or even "break-even" situation in rail passenger service; therefore it is our candid belief that if we do not provide the most praiseworthy service in the face of losses such as we experience, we are indeed missing the boat.

Please accept my best wishes for continued success with your publication.

Leonard J. Bernstein, Director - Passenger and Dining Car Services
Denver & Rio Grande Western Railroad Company
Denver, Colorado

Having ridden a French Turbotrain from Paris to Caen last year and one of the Canadian Turbos on a round trip from Montreal to Toronto a few years ago, I read G. Gerrish Williams' letter (2nd May issue) with considerable interest and would like to add a few comments and notes.

I quite agree that changes in seating, food service, etc., would be necessary on the French units to enable them to meet American requirements, and, on the other hand, they are superior to the United Aircraft units in riding quality and dependability--the French having the expertise for building and operating these units successfully which we apparently lack in this country. However, I will correct Mr. Williams' statement that French Turbo runs are about half the length of the Chicago-St. Louis run by showing distances and best running times on the current runs in France:

Paris - Cherbourg	230 miles	2 hr 56 min
Lyons - Strasbourg	302 miles	4 " 58 "
Lyons - Nantes	404 miles	6 " 17 "

I had hoped to sample this last one on my visit to France last year, but was unable to do so. In any case, I would assume the units assigned to the Lyons-Nantes run have some good dining facilities. Perhaps the French are better "disciplined" if you will in the matter of dining on trains. While on a railfan tour of central Europe in 1967, I rode the LOMBARDY EXPRESS overnight from Milan to Paris. Altho not due in Paris until 8:33am, the train had no dining car--not even morning coffee was available, and it was necessary to wait until arrival in Paris to have breakfast.

It is cause for shame and concern when Turbotrains (whether of French or United Aircraft design) must be used on Chicago-St. Louis schedules not quite as good as those kept by steam trains in 1940, or just slightly better between New York and Boston than the MERCHANTS LIMITED had a quarter century ago! Mr. Williams is correct in questioning the need for so much "new" technology and saying that a fleet of new Budd RDC units would suffice for the present at least. As popular as the Metroliners are and as successful as they have been in bringing travel back to the rails, it has to be said that the entire Northeast Corridor project was a hastily conceived, poorly planned political crash program, inaugurated with the purpose of beating the Japanese and restoring national pride. It was like building a house from the roof down! The program should have been postponed until the entire Boston-Washington line could have been upgraded and made ready to receive modern rollingstock. Why was such sophisticated equipment--with 160mph potential--built at the outset? How much less expensive

(continued on page 17)

RENO FUN TRAIN

by Peter Putnam Bretz

It was the last RENO FUN TRAIN of the season—until next October—and it came rumbling into Oakland's 16th Street Station this Friday evening in May with the following lineup of cars: SP 9008 on the point (an SD45); Amtrak 118 (ex-SP 6455, an FP7A); Amtrak E9B's 465 & 461, and E9A 426, all ex-UP; articulated coaches 7521-22 (possibly ex-SP 2416-17); articulated coaches 7523-24 (likely ex-SP 2455-56, ex-SUNBEAM, 1937); 8031 diner (ex-Santa Fe); articulated coaches 7530-31 (ex-SP 2467-68); 3500 lounge (ex-SP 2981); and then in SP colors: SP 2493; SP 2397; Amtrak 8502 (ex-SP 10402 coffee shop lounge "Golden Trencher"); SP 2383 & 2486; Amtrak 8114 lunch counter diner-dorm; SP 2382 & 2401. All cars are on the Amtrak roster. The articulated cars were painted in Amtrak's Platinum Mist, as were 3500 and 8502. All sorts of passengers and luggage went on board.

Six-thirty p.m. and wheels a-rolling! We moved swiftly along the San Francisco Bay and stopped briefly at Martinez to pick up a few more party-goers. A delay as we crawled up the grade to the Carquinez Strait bridge, waiting for the lift span to lower. I could see the tanker in the river below as speed increased over the bridge and soon we were flying along the marshlands toward Sacramento. Meanwhile, fun and frolic aboard increased to a fast tempo. With the diners spaced evenly along the train, one never was far from liquid refreshment. Drinks had to be paid for, of course, and there were many BYO's. The management had provided ice for each car, storing the large bags in the vestibules. American Rail Tours arranges the train, and the Reno Chamber of Commerce sponsors it; the train itself is run and staffed by Amtrak.

Passing thru the cars, I finally encountered the Conductor. "May I have your ticket please?" Passengers purchase a ticket "book" from American Rail Tours. This little package includes round trip rail fare, the "going" portion of which I tore off and gave to the Conductor. There were coupons good for a buffet dinner on the train (roast beef going, fried chicken returning), and, for Reno itself, many drink coupons and hospitality packs good at various casinos. Also extra meal tickets--such as a free ham-and-egg breakfast at Harold's Club (good any time); the special "Graveyard Stew" served at the Riviera Lodge and Casino from midnight to 6am only. And, finally, it included two nights at the hotel or motel of your choice. The book cost about $60 based on double occupancy.

I strolled into one of the diners (8031) and thoroughly enjoyed a marvelous pot roast of beef with complete trimmings. Everyone was served the same fare, making for quick service. The diners stayed open and served all the way over the mountains. After dinner I spoke with Mr. Virgil C. Colvin, a chair car attendant. He allowed that of all the different fun trains operated this year, it was his first trip on one. He observed that rules are relaxed on this type of run—eating dinner at your seat, smoking anywhere, and a generally relaxed atmosphere.

We left Sacramento at 8:47pm after waiting 15 minutes for some reason. The two passengers on there paid $5 less fare. Night fell as we started up the mountain. There was much happy conversation and camaraderie in the cars. A representative from one of the Reno casinos was passing out little key chains with red plastic dice attached. I moved up forward to car 3500. This lounge was built in 1949 by Pullman-Standard for SAN FRANCISCO OVERLAND service. Now all the lounge seats and tables had been removed, leaving only the curved bar and barbershop rooms, etc. at one end.

At the other end a small bandstand had been set up on either side of the aisle a foot off the floor. The windows along the dance floor had special racks to hold drinks. As I breezed in this evening, groups of people were dancing back and forth to music emanating from the 3-piece band: an accordian, saxophone and drum. The bartender worked furiously and know his business. As the train encountered sharp mountain curves, dancers would be forced against the side of the car and all would pile up. Then they'd straighten out and go the other way. The band played "Bye, Bye, Blackbird" and folks began to sing along, drinks in hand. Then a commotion up front, and right away here comes a streaker! Across the dance floor, out the vestibule and into the coaches. He'd run from one end of the train to the other, thru the diners and all. And that was the talk of the evening.

Some passengers were regulars on this run, others usually went to Reno by bus. Comparing the two, they were all for the extra roominess and comfort of the train. One girl who had ridden twice each year since 1967 mentioned that other trips had been better. How so? Well, for one thing, there was an old man who would go thru the coaches playing the harmonica and singing to individual passengers. He was a tradition, but now his doctor says no. Also, Amtrak doesn't seem to give the operation the "oomph" that Southern Pacific gave to it. In addition, due to the 18-car length restriction, no lounge cars were included. In previous years there were 4 diners and 4 lounges; this time, only 3 diners and the dance car. The train length explanation may be only partly true, as the train carried 16 cars this time. Room for two lounge cars--perhaps not available. Most didn't seem to mind the loss.

(continued on rear cover)

NARP ANSWERS THE DOT

Excerpts from testimony by the National Association of Railroad Passengers before the Senate Subcommittee on Surface Transportation on June 11, in which Chairman Anthony Haswell responds to the DOT Secretary's negative comments about Amtrak (see RTN, Second May Issue)

I would like to call the committee's attention to the apparent anti-rail passenger service position that has been adopted by Secretary of Transportation Claude S. Brinegar. Before discussing the main thrust of the Secretary's comments, I must point out two serious factual errors.

First, the Secretary alleges that Amtrak "has to rely on the railroads to both operate its trains and to maintain and repair its equipment." The fact is that Amtrak has both a statutory and a contractual right to do these things itself, and indeed is under a strong admonition by the Congress to do so. While it may be uneconomic for Amtrak to do so in instances where employees performing Amtrak-related functions are also engaged in freight service functions, a great majority of present railroad employees engaged in the repair and maintenance of Amtrak equipment, and a substantial portion of present railroad employees engaged in the operation of Amtrak trains, especially in the Northeast Corridor, are working full-time on Amtrak activities.

Second, the Secretary says he knows of no program for airline subsidies other than the $60 million local service subsidy program. In fiscal 1974 and 1975, the federal government will spend over $1 billion each year for operation and maintenance of the air traffic control system, without which no airliner would fly. While legislation will be proposed by the administration to impose user charges to cover the civil aviation share of these expenditures, such legislation to our knowledge has yet to be enacted.

In a nutshell, the Secretary's view of Amtrak is that it is losing too much money; that losses are likely to increase in the future; that some of the long haul routes have very little ridership; that Amtrak should not try to compete over long distances with buses and airplanes; and that if given a free hand, the Secretary would cut Amtrak's route structure in half.

While we do not believe that Amtrak should be judged on whether or not it eventually earns a profit, it does seem that its deficit is rather large in comparison to the benefits it is currently providing the public. Its operating deficit per passenger carried should be substantially reduced. Ideally, Amtrak should shoot for the same improvement rate in this respect that has been achieved by the airlines over the years vis-a-vis the airline direct operating subsidies.

The Secretary would, if given a free hand, attempt to turn things around for Amtrak by discontinuing half its routes. This view undoubtedly reflects the Secretary's conviction that just about all passenger trains will lose money and therefore the more trains, the larger the deficit. While we cannot promise that Amtrak as a whole will ever break even or earn a profit, it seems to us that the following steps-largely untried by Amtrak-should result in a much better train-by-train financial performance:

- New and properly rebuilt passenger car equipment, to lower maintenance costs and provide more capacity per car.
- New locomotives, to save fuel and cut maintenance costs
- New and modernized repair and maintenance facilities, to save expenses
- Better control over reserved accommodations, to improve load factors
- Direct Amtrak employment of personnel, to allow more effective supervision and to facilitate revision of obsolete labor work rules
- More mail, express, and other small package traffic, to increase revenues.

We are confident that proper implementation of such a program would achieve the desired results. Therefore, we must reject the Secretary's call for a cutback of Amtrak service; rather, we insist that Amtrak move to close the major gaps that exist in its current route structure.

The Secretary asserted that some long-haul routes have very few riders. In view of the impressive Amtrak ridership statistics for the first four months of 1974, it is difficult to determine just what routes he had in mind.

Amtrak's record to date indicates that it is quite capable of attracting significant numbers of passengers on long distance runs. To a large extent, long distance trains are not really competitors of the airplane. The major share of travel over distances of 500 miles or more - especially business travel - will always be by air. The market for long distance train service, is and will be

(continued on page 15)

canadian news letter

CANTRAK ON THE WAY?

An Amtrak-like organization to take over operations of Canadian passenger trains, and to be called the Canadian Passenger Transportation Corporation, has been proposed this month by Transport Minister Jean Marchand. Formation of the corporation depends upon Prime Minister Trudeau's Liberal party's winning the upcoming July 8 election. However, it is said that the Progressive Conservative party would likely make a similar, more limited move if it is the victor.

Transportation in Canada, as in the U.S., is a politically hot issue. Trudeau's campaign promise to create the CPTC (requiring the assent of Parliament) involves more than passenger trains; better bus services are promised, and improved air service to remote Canadian regions. Passenger train operations and improvements would include introduction of more high-speed trains between major cities. The whole transportation package would cost an estimated $1.7 billion, including costs of new equipment.

The CPTC plan would operate in three phases: first, improvements would be made in existing intercity service (requiring no change in present legislation); second, in about two years, high-speed passenger trains runs, similar to the present Turbo, would be instituted on intercity routes; third, specific routes would be selected, such as Quebec City-Windsor, the route to the Atlantic provinces, Montreal-Ottawa-Toronto, Edmonton-Calgary, Regina-Saskatoon, and Vancouver-Chilliwack; and these routes would have track completely rebuilt with cOmplete separation of grades, and "super-high-speed" trains--150-175mph--placed on them. This third phase of the plan would take an estimated 7-8 years.

The CPTC would own all equipment and passenger stations on its routes. In some cities such as Montreal and Vancouver, consolidation of existing stations would be made. In Vancouver, passenger trains would all operate out of the CN station, with the present CP station eliminated. (A Railway Relocation and Crossing Act to allow this has previously been approved by Parliament, and CPTC is seen as hastening this consolidation process.) There is no information on whether both existing transcontinental passenger routes would be retained. Previous consideration of this topic has included plans to eliminate one or the other, or to run trains on alternate days on the two lines, or to keep both. CP Rail would receive some type of remuneration for its facilities and equipment taken over, but the exact details of how this would be done have not yet been worked out. Since CN is already a nationalized railroad, its assets could apparently been simply transferred to the new corporation, tho freight service won't be included in the operations of the CPTC.

There was no official reaction yet to the plan from CN and CP, tho one CP spokesman remarked that obviously his railroad would be happy to be rid of its deficit passenger operations. In British Columbia, Premier Barrett and other officials denounced Trudeau's plan in strong terms, apparently preferring a total nationalization of CP, rather than leaving CP its profitable freight operations while forcing the taxpayer to support the passenger operations.

Transport Minister Marchand denied that the plan was a campaign promise, saying it had been long-planned and would have been announced now regardless of the coming election. He promised changes to "move Canada toward world leadership in...transportation systems." Besides his plans for improved people transportation, Marchand announced proposed improvements in rail freight transportation, including better rates and a government-owned boxcar pool.

CANADIAN NATIONAL ANNOUNCEMENT: Late in May, prior to the CPTC plan announcement, Robert Bandeen, President of Canadian National, publicly spoke of the need for purchasing new passenger cars, likely of foreigh design; to double-track the Edmonton-Vancouver line and make other changes to handle a projected 40% rise in freight over the next 5 years.

NOTES ON CAR DESIGN

by Glenn Lee

IN WHICH THE AUTHOR PERSUADES US OF SOME OF
THE VIRTUES OF CONVENTIONAL RAIL PASSENGER EQUIPMENT

Urban-Suburban Transit

BART TRANSBAY OPENING DELAYED AGAIN

The Bay Area Rapid Transit system, expecting to open service thru the transbay tube next September 9, has just discovered that that date is Admission Day, a holiday in California, which would mean droves of school children crowding the trains on opening day. So the first day has been changed to September 16. No festivity is planned this time in order to save $10 or $12 thousand from BART's budget.

BUS FARE EXPERIMENT IN CHICAGO

To win more riders and reduce auto traffic, the CTA has introduced a 70¢ "Sunday Super Transfer" on all rapid transit and bus lines. It gives each adult an unlimited number of rides between 3am Sunday and 3am Monday. Senior citizens and children pay 45¢ for the same. The experiment will be in effect throughout June and possibly permanently if traffic increases.

TRANSIT FUNDING FOR AGED IS APPROVED

The federal government has allotted $15.7 million to an experiment in West Virginia whereby aged and disabled citizens can purchase "transportation stamps" to use on public systems, the stamps selling for varied costs depending on an individual's income. State and local funding will also contribute to the program, to be tried for four years. Buses, taxis and other public systems could be used by citizens with the stamps.

TRANSIT BRIEFS: New York Governor Malcolm Wilson on June 15 signed reluctantly a bill that gives the Port Authority of NY and NJ a bigger role in providing funds for mass transit; the bill is expected to be challenged in court over its validity... Center for Auto Safety, founded by Ralph Nader, is asking the DOT to require installation of seat belts in new buses used for intercity or interstate travel... The DOT in mid-June released $500 million in highway money that had been impounded by the White House... Automobile driving in April was 4.1% lower than a year earlier, but early reports say that in May driving was back up to usual levels...

WHITE PASS & YUKON has asked the Canadian Transport Commission for permission to obtain control of Pacific Western Airlines..... CONFORMING WITH THE ICC standards of service, the SOUTHERN CRESCENT now has food & bar service between Atlanta and Birmingham on the 4 days weekly that the transcontinental car doesn't run.... FORMER KANSAS CITY Southern sleepers "Harvey Couch" and "Stuart Knott" (14-4 cars) are now being leased to Amtrak by private owners. Cars were recently deadheaded to Chicago on the rear of the LONE STAR from Kansas City..... EX-CNW BILEVEL EQUIPMENT (unrefurbished) is now running regularly on the SHAWNEE. The ride is reported as very rough--the cars weren't designed for the present ICG roadbed.... CHICAGO'S CENTRAL STATION is being demolished; work began June 3 and is scheduled for completion by March, 1975..... CITY OF NEW Orleans is studying building of a new station 3/4 mile from the present one, a modern, efficient station opened only in 1954.....

It was 20th Century philosopher George Santayana who remarked: "Those who do not know history are doomed to repeat it." And even more gloomily, it was Lord Acton who was reputed to have said: "All we ever seem to learn from history is that no one learns anything from history."

With Amtrak on the verge of large passenger car orders to expand its fleet and to replace older rolling stock, it is imperative that strong consideration be given to the recent gloomy history of passenger car development; and also to the apparent present aircraft-oriented persuasion of the car design lobby. These two major factors seem to insure that Amtrak stands a high chance of being saddled with light, bumpy, short-lived passenger cars designed by people who are seemingly little more interested in car design than attaching train wheels to aircraft fuselages.

Altho the bloom is off the airline rose in the United States (and may have been so well before the decline of the SST), a large crowd of professional aircraft men and their public-official supporters remains prominent and active within transportation circles. Recent news items in RTN alluding to the hyperactive interest of United Aircraft in selling more and even lighter Turbotrains to Amtrak by congressional lobbying, for example, is today a major fact of life in rail transport car design, and must be considered as a not inconsequential force to be contended with.

In addition to being visible in Washington, DC by their sheer numbers, aircraft designers and their executives are also prominent because there is a converse scarcity of good, competent railcar designers in the lobbying lists. For instance, it can be reasonably assumed that the car design geniuses of the Budd Company at Red Lion of the 1950's and their executives have all retired. These people have not been replaced in American industrial life simply because car manufacturing declined as they left the industry during the 1950's and 1960's.

Thus, almost by default, there has developed a great amount of "conventional wisdom" surrounding rail passenger car design that opts for the "lighter-is-better" mode of thought; paralleled closely by the corollary that anything that is good for the airline industry is good for everybody else.

Because consulting firms must tell their clients what the client wants to hear, transport consulting firms have become major mouthpieces for the aircraft-inspired "lighter-is-better" syndrome. And for passenger car design consultants, making a living now means telling Amtrak what Amtrak wants to hear, whether there is a factual basis for the recommendation or not.

In the June, 1973 issue of ERA Headlights, the findings by Klauder on the tragic ICG electric commuter train accident in Chicago on October 30, 1972 were published. (It was in this wreck that some 45 commuters died when an older, heavyweight MU train crashed into the rear of a new, lighter-weight "Highliner" car, penetrating the newer car for 65 feet.) The published conclusion, in the face of numerous charges critical of the structural integrity of the "Highliner" cars, was: "had the new cars been built to totally resist any structural deformation in the collision, the energy levels involved would have been sufficient to subject all persons in both trains to an enormous instantaneous force resulting from an acceleration of 52 g's. The most likely consequence of this force would have been 100 per cent fatalities in all cars of both trains."

Heady stuff!--but both reasonable and immediately perceivable to unknowledgable newsmen and congressional critics. Some 45 passengers were sacrificed so that perhaps another 1,000 passengers would live, it was said. However, it seems that this argument is so specious on the face of it that it is incredible that no voice has been raised in protest.

The major question is: Would not the two trains have jacknifed upon collision if the ICG "Highliner" equipment had been stronger? Almost certainly, the chances for a jacknife would have been high had the following older MU train collided with another similar older train. To me, the conclusions are far removed from reality. Yet such a conclusion seems typical of the lengths to which the current "car design crowd" will go to defend the contemporary wisdom that "lighter is better," as promoted by airframe manufacturers.

In the 1950's, when the airframe school of thought was at an earlier peak, coincident with the introduction of jets, the "light-weight-car crowd" introduced several "bombs" to railroads burdened with increasing passenger train losses (or so they claimed). New York Central's widely heralded Train X was one such lightweight train withdrawn from service only a short time after it began runs in the Midwest. It was to have been Robert Young's hope for a viable passenger train business. Instead, it shook itself into scrap within a few years of its introduction. Close at its heels was the tubular, lightweight New Haven Talgo train, also designed along airframe lines. The Talgo also operated for a time in Spain, but in the U.S. was downgraded almost immediately to commuter train service in the Boston area. In commuter runs, mileage is low enough to retard development of rattles, and slower speeds on commuter runs help slow deterioration of the car body. Also, the lower speeds of commuter service help to conceal from passengers and managements alike the serious flaws that a lighter air-frame-like carbody develops when it is gliding along rails rather than hung in airspace.

A third entry in the 1950's lightweight competition was the Aerotrain, built by GMC of modified (wider) bus bodies, and running with a hip, super-styled locomotive. This equipment was used on UP's CITY OF LAS VEGAS run until complaints forced substitution of regular equipment. The two GM Aerotrains eventually ended up in Rock Island's Chicago commuter service.

Previous lightweight trains of the 1930's, like the CITY OF SALINA equipment and the Railplanes, were scrapped after only a few years of use. The big trouble is that airframes cannot handle the "bumpiness" of operation on track.

We can conclude that the aircraft lobby of the 1950's was no more concerned with the similar lightweight experiments of the 1930's than today's aircraft lobby, anxious to sell trains, is concerned with experiments with lightweight rail equipment in the 1950's. This leaves Amtrak with a problem. Loaded as it is with non-rail and airline-oriented management, Amtrak faces an enormous danger that it will repeat these old mistakes. There will be far more tragic results, because U.S. airline travel is possibly going to be curtailed because of fuel expense and environmental considerations, while rail travel is on the verge of making a tremendous comeback, with an almost inevitable vast expansion of the Amtrak carfleet. Amtrak sadly has said it would like cars of less weight; and like the trains of the past which failed when built too light, the new cars could be expected to follow the same path--disgrace and junkheap after a few inglorious years.

Amtrak will not be a success if it attempts to tackle a major public transportation job saddled by defective equipment thrust upon it by airframe-oriented designers who are as determined not to see reality as are their earthbound counterparts, the highway construction crowd. Since the airframe crowd has no interest in seeing the success of a rail passenger system, their only interest can be in selling as much airframe-style equipment as possible to Amtrak for billions of dollars--and hang the result. They're in the business of selling the stuff, not running it, or maintaining it! The airframe crowd cannot be blamed particularly for this situation; airframes are <u>all</u> they know, and in 1974 it's probably too late to teach old dogs new tricks, even though a number of aircraft manufacturers are in serious trouble.

In the face of this, Amtrak must resolve to design and order "conventional" equipment, no matter how loud or sweet the song of the Sirens of the aircraft interests. With wax in its ears, Amtrak must move toward new rail passenger cars that are heavy; strongly reinforced to resist crumpling in collisions; framed heavily enough to resist deflection; and equipped not only to ride smoothly throughout the service life, but also to last 40-50 years or more.

The average weight of a Budd-built CALIFORNIA ZEPHYR car is 75-80 tons. Cars of this weight not only are strong enough to heavily resist intrusion when struck at speed by other cars, but are also more integral and thus strong enough to jacknife, thus usually harmlessly releasing most of the force generated in collision impacts. Also, the sheer weight of the car has the capability of suppressing many forces which generate vibration. This greatly increases the expected life of the well-designed and well-built car, and also contributes to a smoother ride for passengers.

Since the 1950's, improvements in metallurgy, and in such utility functions as air conditioning, have made a lighter-weight car almost inevitable. The air conditioning systems of the 1970's, for instance, weigh less and take up less space than those of the 1950's. The absence of steam pipes on new cars will reduce overall weight. And yet, a strong claim can be made that more weight should be ADDED rather than subtracted from Amtrak's new production-line "conventional" cars to make the cars safer, smoother, and longer-lived.

Where, then, should this extra weight go? I believe there are three major areas: 1) stronger center sill; 2) additional end-framing; and 3) three-axle trucks. Each of these three areas will now be discussed separately.

STRONGER CENTER SILL: In Canada, where RDC operation is common, it has been noted that in a tough collision situation, an RDC will tend to bend in half about the mid-point of the car. Apparently the 57 tons average weight of an RDC is not quite enough to prevent bending of the center sill and also, the car's main frame. By contrast, a number of heavier Budd cars in the 80-ton category, such as slumbercoaches, have literally "come back from the dead" after serious wrecks.

One example is ex-NP (now Amtrak) slumbercoach "Silver Rest." On March 2, 1962, "Silver Rest" was the third car of a westbound NORTH COAST LIMITED which derailed at 85mph in a 35mph left-trending curve zone at Granite Lake, Idaho. The car, which still carries evidence of the derailment, was hurled to the right suddenly at this high speed, and at an angle approximately 90° to the track, turned over on its left side (vestibule rear) at the top of a cliff with its mainframe bent visibly (front end to the left) about the point where the single-room and double-room sections adjoin. At first it was felt that "Silver Rest" would have to be scrapped but later,the center sill and the mainframe carefully bent back into shape and other repairs made, was returned to service! As this is written, "Silver Rest" is in daily summer service on the EMPIRE BUILDER. Not only were no passengers killed in this tragic wreck, but a car now valued at $500,000 newly constructed was returned to service, and will probably operate another 20 years. No lighter-weight airframe-type car could have survived the Granite Lake wreck.

We see, then, that a strong center sill and its energy-absorbing weight is a major element in protecting both the cars and the passengers, and that an even stronger sill is a likely candidate to carry extra weight in new Amtrak cars.

ADDITIONAL END-FRAMING: The conventional lightweight car is built along the lines of a frame house, with steel "croquet wickets" rising up from the bed of the carfloor, and looping over the roof of the car to drop down the opposite side. It is from these frames that the car's exterior and interior "walls" are hung. The frames themselves represent a major part of the car's strength, and help protect the car from deflection and intrusion in wrecks.

Additional frame weight could well be provided toward the end of the cars by closer spacing. This would help reduce sway and crack-the-whip notions outboard of the truck centers. This extra weight would also tend to protect the passengers at the car ends, where intrusion is most likely in accident situations. Extra end-framing weight can be produced not only by more closely-spaced framing, but also by dual or triple-welded frames side-by-side.

THREE-AXLE TRUCKS: Three-axle trucks have been used since the 1950's on lightweight Canadian National Railway cars, and have operated with no serious problems. These include CN sleeping cars of the 24-duplex roomette "I" series, weighing in at 83 tons; day coaches of the 5382 - 5436 series (43 in all) weighing in at 73 1/2 tons; and dining cars of the 1369 - 1378 series, which weigh 81 tons. In the United States, some Missouri Pacific lightweight stock also operated with three-axle trucks; so there can be no claim of "untried" or "untested" thrown at this concept.

Three-axle trucks provide a superior ride; and with modern technology applied to the three-axle truck concept, could ride even better than CN's three-axle, 50 year old heavyweights, still in service. The better ride, of course, attracts and satisfies passengers. But the better ride apparently also lengthens car life. The three-axle trucks tend to dampen many of the worst blows thrown from a poor track structure; and those blows which are transmitted to the car body are transmitted more slowly, reducing the intensity of the force that the car is required to absorb at any given moment.

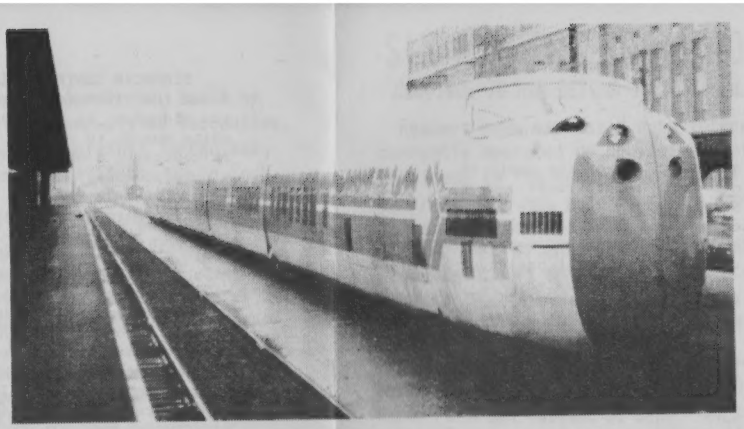
Three-axle trucks also perform better in derailment situations. They are less likely to derail in hairline situations, because of the protection afforded by four extra flanges on each car. A serious argument can be made that overturning motions in a straight-line situation, such as those experienced by three sleeping cars on the southbound COAST STARLIGHT at Anderson, California, at Christmas, 1973, can be more successfully resisted by a three-axle truck.

In any case, the addition of extra weight <u>below</u> the car floor lowers the car's center of gravity regardless of the safety factor provided by the additional flanges. This provides extra safety factors for line-movement derailments, and at the same time is not inconsistent with the requirement that the car readily jacknife in collision situations.

Cars equipped with these features will be returned more readily to work after derailments and collisions. However, this is not of importance to airframe designers. As is well known, most aircraft involved in major operating incidents

TABLE OF REPRESENTATIVE PASSENGER CAR WEIGHTS

I. Heavyweight Cars (Canadian National) car type	length	weight (tons)	year built
dining car	86' 10"	96	1927
buffet-lounge 2350	84' 7"	94	1925
16-sec. sleeper 1615	84' 4"	93½	1927
8sec.-2cmpt-1 DR sleeper 1800	84' 4"	93	1923
full lounge 2315	84' 1"	90	1920
12-sec.-1 DR sleeper 1572	84' 4"	89	1923
high-capacity club "Alma Lake"	81' 10"	86	1919
buffet-club 892	81' 10"	84½	1919
coaches 5056-5084	79' 4"	83	1923-4
coaches 5311-5320	82' 6"	76½	1910
II. Lightweight Cars			
CZ dome-dorm-lounge	85'	82	built 1948-1952
CZ dome-observation-sleeper	85'	79½	
CZ dining car	85'	79	
CZ dome-coach	85'	77	
KCZ dome-boach-buffet	85'	77	
CZ 10/6 sleeper	85'	74½	
CZ 6/5 sleeper	85'	74	
CZ flattop coach	85'	71½	
CZ baggage	72' 8"	63	
III. Newer Equipment (Canadian National)			
RDC 1	85'	60½	1955
RDC 2	85'	56½	1954
RDC 3	85'	57½	1955
RDC 4	73' 10"	54	1957
Tempo club	85' 2"	45	1968
Tempo cafe	85' 2"	44	1968
Tempo coach	85' 2"	44½	1968
UA Turbo power dome car	73' 3"	47	1968
UA Turbo club	56' 10"	18	1968
UA Turbo cafe coach	56' 10"	18½	1968
UA Turbo coach	56' 10"	18	1968



United Aircraft TurboTrains are among the lightest of modern trains. Here an Amtrak UA Turbo, YANKEE CLIPPER, is seen at New Haven on June 1.
In the photo below it, Amtrak train 410, same date and location, consists of one RDC. These cars run 54-60 tons, at least 3 times the weight of one non-powered UA Turbo car. A letter in our Second May issue suggested Amtrak purchase a fleet of these in lieu of turbine-powered trains. See also Don Steffee's letter on page 4.
(Text of Glenn Lee's article continues on page 10-D.)

Above photos by Jack Ferry

The previously-unpublished photo at the left shows cleanup operations about 5pm the day following the April 30 derailment of the FLORIDIAN near Winamac, Indiana. Photo is from a color slide by Tom Lindholm. Altho there were 120 people on the train, there were no serious injuries reported, even tho cars tipped crazily and went down a 10-foot embankment. Conventional lightweight equipment used on this train is far safer in wrecks than planned new cars of aircraft-type construction, argues the author.

Peter Bretz leaned out the vestibule of his returning RENO FUN TRAIN and snapped this photo of the eastbound SAN FRANCISCO ZEPHYR in the high Sierra on May 12.

(continued from page 10-B)

are usually scrapped; indeed, that is if there is anything left of the craft at all to pick up. Airframe designers customarily do not worry about wrecks, because an aircraft designer is not concerned with survivability. To make the aircraft strong anough to survive most crashes would make the plane too heavy to fly. Thus the aircraft designer does not consider some of the above-mentioned criteria that should be high on the list of anyone concerned with rail passenger travel, indluding the individual traveler.

In any respect, there must be no substitute of lighter-weight "aircraft" metals in new passenger cars for the korten and stainless steels used in regular Budd-built equipment since the 1930's.

Lighter-weight metals, such as aluminum and magnesium, not only do not last as long (as they are more readily subject to metal fatigue) but they also more readily sustain flame. Many people have been under the illusion for many years (as I once was) that steel and other metals cannot burn. This is untrue. The general rule is that the lighter the metal, the more readily it will catch fire and the more rapidly it will burn.

The presence of much aluminum in the Union Pacific dome cars built in 1955 by ACF was given as one of the reasons Amtrak rejected purchase of the otherwise excellent stock, allowing it to "escape" to Auto-Train.

However, the extreme readiness of the lighter metals to catch fire was well demonstrated by the almost total destruction by fire of a United Aircraft Turbo-Train near Montreal in the summer of 1973, when its fuel tank was broken open in

---

"Every possible effort must be exerted at Amtrak

to insure that new railway passenger cars do not

become part of the U.S.'s plastic, disposable, throwaway society"

---

a collision with a freight train. The Turbo burned like an airplane caught fire in a landing accident and was thus an enormous example of what metals NOT to use in rail car construction.

These represent some of my critical thoughts on railway car design; without having the opportunity to consider convertibility, another possible flaw in the current carplanning situation at Amtrak. However, these are what I consider the most important aspects of Amtrak car thought at the present time. The ideas expressed here have been formulated over a period of many years, and have been reinforced by actually climbing over the sites of passenger train wrecks, to learn for myself as much as I possibly could about the dark side of train operation, as well as the bright side.

I feel there are many persons such as myself, very reluctant to fly, and well aware of the notorious death rate on the highways, who are TRULY concerned with a SAFE passenger train system that will carry large numbers of people pleasantly, and in comfortable environments. It is for these reasons I feel every possible effort must be exerted at Amtrak to insure that new railway passenger cars do not become part of the U.S.'s plastic, disposable, throwaway society. Amtrak is a civilized alternative to travel in an ever-maddening world. To turn Amtrak's car-design fates over to unsound and uncaring aircraft builders would be to deny Americans an essential heritage and effective alternative life style in a period when "progress" and "New! New!" are coming ever more under suspicion and criticism. Amtrak must review car-design history lest it repeat that history!

SIX MONTHS FROM NOW. . . WILL NON-AMTRAK TRAINS CONTINUE TO RUN BEYOND THEIR LEGAL CUTOFF DATE?

Readers have expressed much interest in the future of American passenger trains currently operated by non-Amtrak railroads. Is it possible that they will be discontinued in the near future? Will Amtrak take them over if they are dropped by the railroads now running them? Here's what the Rail Passenger Service Act of 1970 formally decrees:

"SEC. 404. DISCONTINUANCE OF SERVICE.

(a) Unless it has entered into a contract with the Corporation (Amtrak) pursuant to section 401 (a) (1) of this Act, no railroad may discontinue any intercity passenger train whatsoever prior to January 1, 1975, the provisions of any other Act, the laws or constitution of any State, or the decision or order of, or the pendency of any proceeding before, a Federal or State court, agency, or authority to the contrary notwithstanding. On and after January 1, 1975, passenger train service operated by such railroad may be discontinued under the provisions of section 13a of the Interstate Commerce Act. Upon filing of a notice of discontinuance by such railroad, the Corporation may undertake to initiate passenger train operations between the points served."

Thus just six months from now the non-Amtrak railroads could relinquish their passenger trains, and five months from now train-off notices may be appearing in a number of railroad stations. Approval of the ICC is required before actual discontinuance, and this could delay matters a long time and could result in an order to continue the service. The law allows Amtrak to take over any service which the non-member railroads want to discontinue, and presumably in a case in which that occurred, the ICC would not have to step into the picture.

On June 5 we sent identical letters to the three non-Amtrak roads asking them to share their present plans for changes in rail passenger service in 1975. We asked, "Under the options open to you, do you favor continuing to operate your own trains? Is some type of federal takeover the best choice or do you foresee the possibility of dropping passenger service altogether?" Our questions went to the management of Southern Railway (also representing Central of Georgia Railway), Rock Island, and Rio Grande. Their replies are printed below:

June 10, 1974

Thank you for your letter of June 5.

We have previously announced that we have no present plans to discontinue our SOUTHERN CRESCENT service when the statutory freeze period on passenger train discontinuances expire at the end of this year. We have not reached any decision with respect to our other passenger trains and do not plan to do so until sometime in the autumn.

W. Graham Claytor, Jr., President
Southern Railway System

Washington, D.C.

June 18, 1974

Mr. (W. J.) Dixon asked me to reply to your letter of June 5.

We wish we were in a position to brief you on the probable future of Rock Island's intercity passenger service. However, the matter is still under study. When a determination is made, we will be pleased to advise you.

James G. Pate, Vice President - Public Relations
Chicago, Rock Island and Pacific Railroad Co.

Chicago, Illinois

June 18, 1974

In answer to your letter of June 5, 1974, we are not contemplating any changes in our passenger service at this time.

G. B. Aydelott, Chairman and President
Denver & Rio Grande Western Railroad Company

Denver, Colorado

A PASSING OBSERVATION ON THE D&H ATTITUDE

by Pete Roehm

Last April, at the time of the D&H's excursion from Wilkes-Barre to Oneonta, I was bogged down in responsibilities and didn't write about my trip. However, I didn't want to leave the railroad without comment, so here's an observation or three on this excursion and on the attitude manifested by the Delaware & Hudson.

The date was April 20, and I had arrived the previous evening via a direct Allegheny flight, as there is no way one can get into Wilkes-Barre early in the morning by air, and bus connections are not the most favorable. Thus, Saturday morning's dawn broke clear, crisp and bright, and down at the Hudson (town) tracks, formerly used by the now-abandoned-in-Pennsylvania CNJ, adjacent to the D&H yard, sat three Alco PA units (17-18-19) and some 12 coaches plus two baggage cars--all perfectly color-matched in D&H passenger tones of grey/yellow/blue. One would have almost thought that the D&H was back in the regularly scheduled passenger business. A few of the cars were open-window, and this consist included some ex-Erie Lackawanna "Lake Cities" cars recently purchased and similar to those currently used on the Erie's Cleveland-Youngstown local. This train had been sold out for some time, as was the Sunday train which had been added since the D&H had received so many requests for tickets. The D&H was elated at the response to this train and went so far as to indicate that there would most likely be an autumn run with either diesel or steam power (ex-NKP 759 is reported to be on the D&H at Rouses Point).

The whole air surrounding this excursion, along with the immaculate cleanliness and professional paint job on the equipment, not to mention the attitudes of the D&H personnel, leave you with the impression that here is a railroad connoisseur's railroad run by professional railroaders who love their jobs and their railroad; and who will run these special trains as long as they do not incur losses. The D&H is not so financially solvent that it can afford to absorb too many, let alone even one, deficit operation. One almost feels as though the D&H would enjoy being in the passenger business on a steady basis if it could be guaranteed against losses resulting from the service.

With the weather perfect, we set out for Oneonta on a roadbed as smooth as glass. I maintained a seat in one of the ex-EL cars, and it rode so quietly and smoothly that I thought I might be aboard a jet at 40,000 feet (sorry for that analogy, Amtrak, but it is necessary). The coffee on the window sill didn't even ripple. The mountain country was still in its winter sleep although signs of spring awakening could be detected here and there, particularly in New York. Photo run-bys were made at Ararat Summit and the Starrucca Viaduct, and there was also total access to the yards and shops at Oneonta.

The train ran just a bit late, but otherwise was well-organized, but not to the degree that the rail buffs were policed like kids, as happens now and then on some trips. I detrained at Scranton for a bus connection to New York, followed by another to Boston (the NIGHT OWL was not then running Saturday nights).

In short, one could only hope that more railroads would develop an attitude toward public relations that was sincere rather than patronizing and phony (à la oil companies explaining how environmentally conscious they are!). The rails complain that the public doesn't understand them, that John Doe and family are indifferent and negative to the rails' position politically, economically and socially. Yet few in D&H country can claim that they were never given a chance to come down to the tracks to see the trains. On the D&H the welcome mat is out, and wouldn't it be great if this condition would become contagious!

SUBSCRIBE TO THIS NEWSLETTER. Only $7.00 per year by first class mail, for 24 twice-monthly issues (overseas rates on request). Send your remittance now, or ask us to bill you. Message Media, Dept. RTN, Box 9007, Berkeley, CA 94709.

mixed train of thoughts

UNITED TRANSPORTATION UNION is asking for a massive 20% pay increase starting next January 1 and for a quarterly adjustment for changes in the cost of living. The UTU is America's largest union of railroad employees..... THE MILWAUKEE ROAD has just terminated the last of its electrified lines, that of the 440-mile stretch of main line between Harlowtown, Montana and Avery, Idaho..... TWO YEARS AGO we mentioned the last runs of the military railway at the U.S. Army Transportation Center at Ft. Eustis, VA. Now this month the steam engine there was pulled out for a couple weeks of running. Other times it rests in the Transportation Museum there..... YOUR SPECIAL ATTENTION is called to NARP's Congressional testimony beginning on page 6, in which Anthony Haswell takes DOT Secretary Brinegar's remarks (see RTN, Second May issue) and systematically refutes them. Maybe that will teach the Sec to come properly prepared when he wants to cut down passenger trains. One other item on which the Secretary slipped: you recall he bogged down in statistics when he tried to show the inefficiency of Japan's railway system; now Haswell gives us the real figures: last year U.S. railroads had 70,000 more employees than Japan's National Railways (520,153); in 1968 JNR employed 1130 persons per million train miles while the U.S. employed 1071. Says Haswell: "In view of the much shorter average freight haul and much smaller freight cars in Japan, together with the enormous volume of labor-intensive short haul passenger traffic, it is difficult to avoid the conclusion that the Japanese railroads are more labor-efficient than American railroads." Next time, Claude, do your homework..... AND SECRETARY BRINEGAR got a strongly-worded letter from the Colorado Association of RR Passengers, reports NARP in its May-June newsletter; in it CARP protested the decision to take $5.6 million away from high-speed passenger train development and use it for a 13-mile highway between Pueblo and the DOT's test facility. Said CARP: "Keep your damn highway out of Colorado" etc..... "SAVING AMERICA'S STATIONS" is an interesting, illustrated supplement to "Preservation News", April issue, published by The National Trust for Historic Preservation in the U.S. at 740-748 Jackson Place, NW Washington DC 20006. Price and availability of the newspaper unknown..... NOW HOW ABOUT a passenger train from Los Angeles to Oroville, CA for vacationers to use to reach Oroville Lake? Sound far-fetched? Well, the head of California's state park system seems serious in proposing such a train, and estimated the trip would take perhaps 12 hours, going over the Tehachapis and thru the San Joaquin Valley on SP and WP..... SPEAKING OF THE San Joaquin Valley, California Congressmen are up in arms over the downgrading of service on the SAN JOAQUIN described here earlier. But remember the House is now where Amtrak's money is getting cut back the most..... CANADIAN NATIONAL RAILWAYS this month has been holding open house for their remodelled Scenecramic Dome Cars, with weekend displays in passenger stations and newspaper ads..... WHERE ARE THE dome lounges on the SAN FRANCISCO ZEPHYR now that summer's here? Answer: four are in the BN Como shops in St. Paul for heavy work; one is running, plus one small "Moonlight Dome" car. Other consists have various unsatisfactory substitutes or none at all. And workers at Como found that the air conditioning systems in the domes had been wired for manual instead of automatic operation, explaining their sometimes erratic functioning..... A MAJOR RAILROAD will soon begin electrification, predicted GE in early summer. (GE recently told BN that electrification of of 1200 miles between Lincoln and Billings would cut its locomotive energy bill by 34 per cent)..... THE EMPIRE BUILDER west thru Montana on June 14 was delayed several hours by a burning snowshed on the BN main line near Glacier Park. It was detoured south thru Great Falls to ex-NP track at Helena, and thence west to regular route at Sandpoint, Idaho..... THE TWO CARS apparently most heavily damaged in the recent SOUTHERN CRESCENT derailment were 11-bdrm slpr "Luther Calvin Norris" and dome parlor car 1602. The dome may not be repaired. Dome coach 1613 has not been transferred from the Asheville train, as some expected.....

THE SUNSET LIMITED, eastbound on June 27, suffered a derailment of its two new Amtrak engines (581 & 583) and its baggage car (1024) at a partially open switch on the crossover just west of the San Antonio depot. The train, running on time, was delayed 1 hr 29 min while freight engines SP 9192 and 6537 were added to power it on to New Orleans. And don't go away--there's more SUNSET news: a passenger rebellion took place on the westbound train at Tucson on June 15 as 81 riders, muttering unflattering remarks about Amtrak, refused to continue riding in 2 coaches with non-functioning air conditioning. No one could rapair it or persuade the riders to continue on the rails, so buses were called up for them while the train was delayed an hour 20 minutes. Hot cars were hi-level coaches 9947 & 9901, and dorm car 1415..... JUST IN TIME to foul up summer schedules and destroy passenger loadings brought about by daily running of the train and the opening of Expo '74, the Burlington Northern has begun rebuilding a bridge on the Yellowstone River on the old NP line, requiring the NORTH COAST HIAWATHA to be re-routed (for about 30 days starting June 21) over Milwaukee Road between two Montana points: Miles City and Three Forks. The detour, under catenary on freight-only tracks, adds about 125 miles to the run and is currently bringing the NCH into Chicago 6-8 hours late, in the wee hours. But wait till next summer, we'll have a chance to get organized, and then comes the revolution..... BLUE WATER LIMITED is the name reportedly chosen by Amtrak for the Chicago-Port Huron train expected to begin running Sept. 15. And an unconfirmed report has it that a Chicago-Toronto service will also be starting at that time..... STATE OF ILLINOIS wants a Chicago to Clinton, Iowa train. One report says that funds to cover it have been tacked into Amtrak's current appropriation..... JAMES WHITCOMB RILEY in early July is expected to return to its route via Kankakee..... THERE ARE MORE rumors: that the state of New York is negotiating with the D&H to inaugurate a new LAURENTIAN train in the fall to run New York-Montreal as a day train, using the Alco PA's as power..... MORE FOR FALL: in October one Hiawatha run supposedly will be extended, under state subsidy, to run Milwqukee-Madison on the Milwaukee Road. Would leave about 4:30 from Chicago and depart Madison in early morning..... EXPECT A BIT of a fuss when many unhappy Rail Travel Card holders who haven't been notified of the July 1 discontinuance of the handy card try to use theirs in diners or for tickets. However, Amtrak has authorized the acceptance of personal checks in "food service cars." Must be for exact amount, and tip may be included. You need two I.D.'s: drivers license or military I.D. and credit card or employee I.D. card. If you have no drivers license, Amtrak says it will accept one credit card or store charge plate and "verification of address & signature"..... ALL-NIGHT SERVICE for coffee, sandwiches and snacks in lounge and snack-bar cars is supposed to be available by July 1 on these trains: BROADWAY LTD, COAST STARLIGHT, EMPIRE BUILDER, JAMES W. RILEY, MONTREALER, NATIONAL LTD, NORTH COAST HIAWATHA, PANAMA LTD, SUNSET LTD, SOUTHWEST LTD, LONE STAR, and SAN FRANCISCO ZEPHYR. All Western long-distance trains are to get new menu cover designs in July. Every train that carries a full diner is supposed to have a children's menu..... THE COMPLETE LIST of Amtrak timetables published May 19 is as follows: All-America schedules, Northeast, Midwest, West Coast, Washington-NY-Montreal, New England Inland Route, Chicago-Houston/New Orleans, St. Louis-Laredo, East-West, Florida, New York-Albany-Buffalo-(Toronto), Chicago-California, Chicago-Seattle, Washington-Sunset Route, and Washington-Cumberland..... PASSENGERS WILL NOW be accepted at Milwaukee on theEMPIRE BUILDER for travel to Chicago if they hold through tickets for a point at least two stations away from Chicago on any route. But restrictions on westbound train 7 continue..... ALGOMA CENTRAL RAILWAY in Canada has purchased the following cars which are to be reconditioned: GM&O 68-seat coaches 3056 and 3058; and SP articulated coaches 2453-4 & 2451-2..... ON JUNE 24 Amtrak ordered 25 more new locomotives, to add to the 176 already ordered. The 25 will be built by GE in Erie, PA and will be delivered by the end of June 1975. These will be diesels, to cost $12.2 million total, and will be designed to power electric heating, air conditioning and other auxiliary equipment in the 257 new Metroliner-type cars on order from the Budd Company.....

(continued from page 6)

limited and specialized. Nevertheless, long distance trains offer unique advantages for tourists and vacationers, both domestic and foreign, who wish to see our country in relaxation and comfort. Also, the trains provide a meaningful travel option for those who refuse to fly, and offer a useful transportation service to and from many intermediate points. In the end, this dispute comes down to economics. While long-distance trains generally are unprofitable, their continued operation will not require the major investment in upgraded track and roadbed, signalling, etc. that high-speed corridor service will. Use of high capacity "hi-level" equipment and carriage of additional mail and express may significantly improve the operating economics of long distance trains. Hence we believe that on a cost-benefit basis, a limited network of long distance trains is a desirable and justifiable part of a balanced transportation system.

Intercity bus service is not an acceptable substitute for train service, either over long distances or in short-to-medium distance corridors. Compared to trains, buses are cramped and uncomfortable, and are lacking in such amenities as domes, dining, and lounge car service. Very few people will ride a bus over 300 miles unless compelled to do so out of economic necessity, or because there is no alternate way of getting to the desired destination.

The continuing public clamor for revival of train service to and from places where it has been discontinued is in effect an indication that the bus has been tried and found wanting. A poll conducted for Amtrak in 1972 by Louis Harris & Associates found that while trains evoked a positive image from 48% of respondents compared to a negative image from 40%, buses were rated negatively by 53% and positively by only 38%...

Relieving pressure on highways and airports is a major reason why the government has undertaken a passenger train program. If buses are to become attractive competitors of autos and airplanes, either there must be considerably more width and leg room added to the seating, or the government must provide sufficient subsidy so that bus fares could be set low enough to cancel out bus comfort deficiencies. The first approach would undoubtedly force substantial increases in bus fares on account of reduced seating capacity, thus becoming self-defeating. A reduction in bus fares sufficiently low enough to attract large numbers of motorists and air travelers might well cost the government more over the long run than providing modern train service.

We believe that adequate intercity bus service is just as important a part of a balanced transportation system as is train service, if for no other reason than to accommodate those who cannot afford train fares. The bus would seem to have a bright future, especially for transportation to and from rural areas; as a feeder to train and air services; and for urban and suburban transit in the many areas where rail facilities cannot be economically justified. But buses can never be a substitute for trains for commuter service in large cities; in short-to-medium corridors of significant population density; and over long distances in major travel markets.

Perhaps what the Secretary had in mind when he said that Amtrak should not try to compete with buses is that Amtrak is unfair subsidized competition which is causing economic injury to the unsubsidized bus operators. To this there are several answers. First, the coming of Amtrak was a large windfall to bus operators. On May 1, 1971, half the intercity trains in the country were discontinued overnight, leaving many communities with bus service as the only available surface transportation. Second, there is evidence that only a small portion of Amtrak's increased ridership is being diverted from buses. A survey of Amtrak long distance passengers indicated that only 5% normally used buses for long trips. Third, studies in years past have indicated that heavy vehicles - trucks and buses - do not pay their full share of highway user charges in relation to the highway wear and tear they cause. Finally, it has been estimated that since World War I, at least $100 billion has been spent on highways by all levels of government which was not recovered by user charges of any kind. The bus industry along with other highway users was a direct beneficiary of this largesse.

While the Secretary is admittedly negative on long distance trains, he says that Amtrak has a "valid role" in the Northeast corridor and "possibly a few others". We wonder whether the Secretary is seriously interested in high speed corridor passenger service, or whether he simply concentrates his fire on long distance trains in the belief that they are more vulnerable. The Northeast Corridor funding contained in the Regional Rail Reorganization Act, together with what Amtrak can contribute in view of its other responsibilities, is ridiculously low in view of what is needed to complete the program recommended by DOT in its 1971 and 1973 reports. The Secretary has made no proposal that we are aware of to provide the

necessary increased funding for this project, nor has he ever expressed any enthusiasm for the initiative of Congress in requiring implementation of the project and providing partial funding therefor. Furthermore, as the Secretary is presumably aware, having come from California, our country does not begin and end with the east coast. However, he has yet to present any proposals for upgrading track and facilities for high speed passenger service in any high density corridor west of the Allegheny Mountains. I believe that the Secretary's dislike for rail passenger service extends to corridors as well as long distances, and that he will try to discourage any proposals calling for substantial federal funding for high speed corridor operations.

We would like to suggest four additional amendments to the Amtrak Act which we think would be helpful.

1. Extension of time for mandatory operation of the basic system. Mandatory operation of the basic system thru June 1977 would assure service thru the Bicentennial Year, and most importantly, assure a real test of Amtrak under conditions of meaningful improvement in reservations, equipment, etc.

2. Power to designate "experimental routes." The Secretary has made plain his displeasure with the requirement that he designate at least one new "experimental" Amtrak route each year. He has yet to designate a route for 1974. We suggest that the language in Section 403 (d) "such route to be designated by the Secretary" be stricken and that the last sentence be reworded as follow:

> Unless such route is terminated by the Corporation within thirty days after such two-year period upon a finding that it attracted insufficient patronage to serve the public convenience and necessity, such route shall become part of the basic system.

3. Clarification of state-assisted route financial requirements. When the Congress enacted Section 403, we believe that it intended that wherever a state committed itself to pay 2/3 of the losses, including associated capital costs, Amtrak wants states to pay 100% of the cost of necessary equipment, and refuses to allow states to provide their own equipment. We suggest that Section 403 (b) be amended.

4. Right of public to sue. The Supreme Court of the United States has ruled that only the Attorney General and labor organizations have the right to sue Amtrak for violations of the Act. We urge that this gross inequity be eliminated...

I hope that our suggestions will be helpful to the committee.

THE SLOW TRAIN by Jack Ferry

Everything you have heard about Amtrak's JAMES WHITCOMB RILEY is true. The train is often called the "slow train" to Washington DC, and indeed it is. The extremely poor condition of Penn Central's track and roadbed between Chicago and Cincinnati via Logansport makes the trip a challenge. In many spots the train travels at a top speed of 15mph! If it went any faster, I am sure we would have bounced off the rails.

The Penn Central Conductor said that the Federal Railroad Administration condemned the line thru Lafayette and Kankakee and now the train just "dilly-dallies" all the way along the Logansport line. He believes the former "Big 4 route," altho no prize either, is still in far better shape. The present RILEY route parallesl in several locations the 60mph main line of the C&O to Cincinnati. Apparently Amtrak is still politicking to use that line.

On May 24 the train took 6 hours to Indianapolis, a distance of only 198 miles! We reached Cincinnati over 4 hours late, and Washington just about 4½ hours off the advertised. I was quite impressed with the C&O tracks east of Cincinnati and their efforts to make up as much time as possible.

The equipment used is all refurbished and I believe far superior to that of many other trains. The dining car was excellent. The food was good, the service top-notch, and the prices just right. The train is supposed to carry a dome coach between Chicago and Newport News, but it does not run with any regularity. We were fortunate to have a dome (ex-CB&Q) on this trip, the first one,I was told, in nearly two months.

I found the crews of both the Penn Central and C&O extremely friendly to all passengers, and they often appeared in the dome to point out the interesting sights along the way. Being so late did have one advantage. At daybreak we were just entering the mountains of scenic West Virginia. The scenery is quite impressive and was certainly the highlight of the trip.

A unique feature of the train was the sleeping car attendant assigned to my Pullman car "Nash County." She was a very attractive lady in her early 20's. It looks as if women's lib has finally hit Amtrak.

The trip is certainly recommended for all true railfans and anyone with lots of free time.

(continued from page 4)

--and wiser--would it have been to have designed simpler units with, say, 125-130mph potential, at the start. The performance of such units would have furnished invaluable data for further research and improvements which could have been incorporated in more advanced equipment. What a pity that the Metroliners must be straitjacketed by the absurdly low 100mph speed limit imposed by Penn Central today.

Not only do the Metroliners fall far short of "beating the Japanese" but they do not even match Europe's best intercity runs when it comes to really fast overall time. The runs listed below should be of interest:

Country	Run between	Miles	Time	Speed (mph)
France	Paris - Bordeaux	359.8	4 hours	89.95
Italy	Rome - Naples	130.3	1 hr 30 min	86.9
France-Belgium	Paris - Brussels	192.2	2 hr 20 min	82.4
Russia	Moscow - Leningrad	403.6	4 hr 59 min	81.0
Great Britain	London - Glasgow	401.4	5 hours	80.3
United States	New York - Washington	224.6	2 hr 59 min	75.3

How nice it would be if those nonstop 2½-hour Metroliner schedules of 1969 calling for an overall 89.8mph average could have been retained!

We cannot excuse our shortcomings by claiming that the Japanese New Tokkaido Line is brand new and was specially designed and engineered for high speed passenger service, etc. The European runs listed above are made on lines laid out and built a century or more ago, unchanged as to distances except those brought about by a cut-off, bypassing a congested station here or reducing curvature there, etc. The important point is that, since the close of World War II, they have all been steadily upgraded and properly maintained by national governments who know from experience the prime importance of good rail service in formulating transportation policy. Furthermore, research was thoroughly carried out over a course of years before new rolling-stock was placed in service. "Bugs" were corrected in the shops and on testing tracks--not in revenue service. When advanced equipment goes into service in Europe you see immediate results in faster running times and greatly improved service. You don't see Turbos and high speed trains used on warmed-over schedules which were handled by Atlantics, Pacifics and Hudsons designed a half century or more ago! Only when we can banish the Bourbon mentality (learn nothing, forget nothing) that pervades both government and rail management alike can we hope for real progress and to catch up with the procession in the matter of modern rail passenger service in this country.

Donald M. Steffee

Brooklyn, New York

QUOTES OF THE WEEK***

"Somehow Americans have got to be told how great--how fast, comfortable and exciting, as well as economical, dependable, clean and safe--modern rail travel can be. For they will never guess it from the rail service they have now and have had in recent years. And unless they know, they can hardly be expected to rise up and demand modern rail service as one essential part of a sane and balanced transportation system. And, as we all know, very little gets done in this country unless the people demand it.

"Rail travel can be beautiful. Pass it along."

--Thomas C. Southerland Jr. and William McCleery in New York Times, May 25

(The above quote is from an article which appears to qualify as the most reprinted and quoted rail article to appear in the past month. The authors have just published the book, "The way to go: The coming revival of U.S. rail passenger service," available from Simon & Schuster.)

RF&P THREATENS TO STOP HANDLING AMTRAK TRAINS

The Richmond, Fredericksburg & Potomac Railroad has told Amtrak it will cease bringing its trains into Washington Union Station from north of the Potomac River unless its dispute over reimbursement for the area is settled. July 10 was the date set for halting of operations. The dispute is part of Amtrak's case over Union Station costs. Amtrak said that the railroad should go to the courts with its grievance rather than resort to "self-help." Amtrak said it might ask for a court order to keep the service running.

Meanwhile, travelers are complaining that Washington Union Station is badly torn up by construction. Many jackhammers operate simultaneously in the lobby area, making a difficult situation for people waiting for trains.

CONRAIL NOT GETTING OFF THE GROUND

The Consolidated Rail Corporation, supposed to take over bankrupt Northeastern railroads, is making llittle progress. July 2 was to be the date for announcemnet of which roads would be included. However, the date will not be met due to suits and disputes ov er the legality of the system's takeover. And the October 29 deadline for the USRA's filing of its preliminary plan for the system may not be met.

CONGRESSIONAL INVESTIGATORS RECOMMEND CHANGES FOR AMTRAK

The report of a House commerce investigative subcommittee says that Amtrak should take over repair and refurbishing of its own equipment rather than giving the work out to railroad-owned shops. It also complained that Amtrak is not taking advantage of warranties in its contracts with refurbishers, and that cars come from the shops full of defects which then tend to tie up equipment badly needed on its trains.

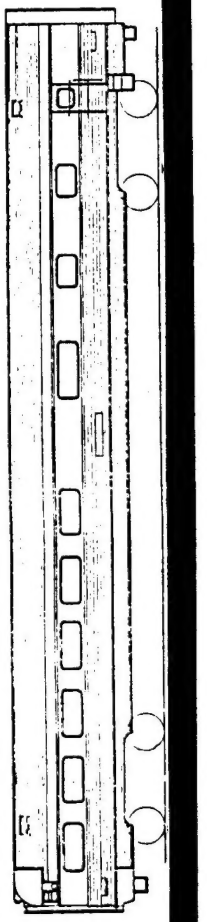
The report also recommended altering the NATIONAL LIMITED route by discontinuing the Washington section of the train and replacing it with a direct Washington-St. Louis train running via Cincinnati.

The report was critical of Amtrak's on-time performance last year, poor equipment and ride quality, and slow, discourteous service. It hit at Amtrak executive salaries, saying they exceed the limits set by Congress earlier. Roger Lewis now gets $85,057 per year thru additional fringe benefits, when the Congressional limit was $60,000, and other top officials are likewise receiving what the subcommittee regarded as excessive recompense.

Additionally, the report asked for an extension of the BLUE RIDGE from Cumberland to Pittsburgh.

THE ROCK ISLAND in conjunction with the Black Hawk Chapter of NRHS operated a "Bicycle Special" from Chicago to Ottawa, Illinois and return on June 23. Consist included a matched pair of E7 units (A&B), 4 baggage cars, BN 7301 (a former commuter power/coach now retired and owned by the NRHS), 5 commuter & streamlined coaches, and Penn Central business car #1 (recently sold to a private party)..... THE LONE STAR was seen in Chicago on June 23 with EL CAPITAN transition baggage car 9995 and EL CAPITAN lounge 9975 in its consist..... DUE TO HEAVY travel and extra tours the June 22-23 weekend, the Rock Island's QUAD CITIES ROCKET ran with two diners. The diner was removed for that weekend only from the PEORIA ROCKET and ran to Rock Island, Illinois. PEORIA ROCKET arrived and departed Chicago that Sunday with one E unit, ex-IC 10/6 sleeper "Clifton" used as parlor, and two coaches. No food service was available on the train..... THE BROADWAY LIMITED was seen leaving Chicago June 23 with an ex-NYC slumbercoach substituting as a regular sleeper..... THE CHESSIE SYSTEM has ripped up one set of rails between Alleghany and Milepost 298 near Covington, VA. Last fall the mainline thru the New River Gorge near Prince was single tracked. These removals may be in violation of the Amtrak contract wich calls for the maintenance of the same "level of service" which existed in 1971.....

Railway Passenger Car Annual



Volume 1 1973-1974

Contains car by car rosters of all rail passenger cars in revenue service on the U.S. and Canadian Railroads and Transit Systems during 1973.

Each car is listed in numerical order under the owning railroad or Transit Authority for easy identification. Prior numbers, ownership, rebuilding, builder and date built are shown.

Includes all Intercity and Commuter passenger cars owned by: Alaska Railroad, Amtrak, Autoliner, Autotrain, Boston & Maine, British Columbia, Burlington Northern, Canadian National (Including GO Transit), Canadian Pacific, Central of New Jersey, Chessie System, The Milwaukee Road, Chicago & North Western, Rock Island, Chicago South Shore & South Bend, Denver & Rio Grande Western, Erie Lackawanna, Georgia, Illinois Central Gulf, Long Island, Norfolk and Western, Ontario Northland, Penn Central, Pennsylvania Reading Seashore Lines, Pittsburgh & Lake Erie, Reading, Southern, Southern Pacific, and Union Pacific. All Penn Central and Amtrak cars are cross indexed to prior number since they haven't been fully renumbered. Indicates cars owned by NJDOT, MTA, and SEPTA.

Includes all Rapid Transit and Streetcars owned by: MBTA (Boston), NYCTA (New York), SIRT (Staten Island), PATH (New York), TofNJ (Newark), PATCO (Philadelphia), SEPTA (Including Red Arrow), PAT (Pittsburgh), CTS (Cleveland), SHRT (Shaker Heights, Ohio), CTA (Chicago), NOPS (New Orleans), Leonard's Dept. Store (Ft. Worth), El Paso City Lines, BART, and San Francisco's MUNI (Including Cable Cars), MUCTC (Montreal), Expo Express, and the TTC (Toronto). Also includes the Seattle Alweg Monorail.

Be in the know about passenger cars in service. Small 9" x 6" size is easy to carry around. 144 pages, softbound, is priced at only $5.00 pp.

Order From:
RPC PUBLICATIONS
P.O. BOX 296
GODFREY, ILL. 62035

(Illinois residents please add 5% sales tax).